



**DEPARTMENT OF THE ARMY**  
HEADQUARTERS, III CORPS AND FORT HOOD  
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FORT HOOD, TEXAS 76544-5000

REPLY TO  
ATTENTION OF

AFZF-SAFE

**1 0 MAY 2006**

**MEMORANDUM FOR SEE DISTRIBUTION**

**SUBJECT: III Corps Safety Council Meeting Minutes –2nd Quarter FY06**

1. The III Corps Safety Council meeting convened at 1030 hours, 30 March 2006, with LTG Metz, CG, III Corps and Fort Hood presiding.
2. The council agenda/charts are posted on the III Corps G1 Safety public folder under "Safety Councils."
3. **CG's Opening Comments:** The CG stated that the Army has established safe standards and it is the leader's responsibility to train our Soldiers to those standards. If we ingrain discipline in our Soldiers, then they will apply those standards when away from their leadership. The five step Risk Management Process is sound and will save lives. The problem is we have a mentality that we make copies of check lists, check off the steps and send it up to higher headquarters thinking we have now completed our risk reduction responsibilities. It has got to be a process that leaders and Soldiers have ingrained and the thought pattern is applied in everything we do. For example, when we come up to a canal in Iraq we inherently conduct the risk process in our head; we conduct a risk analysis and apply it, without sending a checklist to higher headquarters. "I'm open to anyone else's ideas of how we get the point across. With this generation, we have to get in their face to get the point across".
4. **CSM's Opening Remarks:** "I do not believe safety is only Sergeant's business, everything that happens is leader business. Sometimes the only thing that will succeed is brute force, holding the line, and enforcing the rules of discipline and accountability."
5. **Ground Safety.**
  - a. Operation Iraqi Freedom (OIF) Lessons Learned. Mr. Mel Kelder, Safety Director, presented an overview of OIF 2 accident types; these accidents caused 134 coalition fatalities. Vehicle accidents continue to be the number one cause of accidental fatalities. Most accident investigations revealed that Soldiers did not utilized seat belts. Electrocutions resulted in seven fatal injuries. There are major differences between US and Iraqi electrical systems. Wiring is often not grounded and a short in the system will have fatal consequences. Often, negligent weapon discharges occurred while in

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weapon status “green” due to not removing ammunition sources and playing with the weapons or handling weapons they were not familiar with. A lack of weapons discipline or excessive confidence in the handling caused several of these fatalities. No heat injury fatalities occurred in theater during OIF II. Proper nutrition and hydration needs to be briefed everyday. Weight loss and body building supplements caused more heat injuries pre-deployment than in theater. Soldiers must be able to withstand 120 degree temperatures with full gear. Additionally, leaders need to watch what is being put out on the PX shelves and work to remove those items that will negatively impact a Soldier's health. Redeployment was the most dangerous time for many Soldiers. Sleep deprivation is equivalent to alcohol usage and must be avoided.

**CG's Comments:** “Soldiers believe that speed will get them out of the kill zone in battle; however, after a certain point speed becomes the enemy and not protection. Seatbelts still save lives. The tactical situation dictates the speed of the vehicle and these AMVs are not designed to be driven at 60 MPH, why would we allow that to occur in theatre?” In reference to weapons discipline, LTG Metz stated, “We hold a Soldier in theater accountable for his weapon system, and we should do the same here by creating the same atmosphere they will operate in.”

**CSM's Comments:** “During the last graduation of the Warriors Leadership Class, I asked how many thought the class was easy — a number of hands went up. The next question was asked, how many received one hundred percent — all hands went down. When it comes to negligent discharges it is a ‘zero defect’ environment; it's got to be that way. The TTPs we employ here in garrison are as fundamentally critical here as in the operational theater.

b. 1CD Motorcycle Fatality AAR. The Commander, 1st Air Cavalry Brigade, 1st Cavalry Division, provided the findings and recommendations of the 1 October 2005 fatal motorcycle accident. The Soldier was unlicensed and untrained to operate a motorcycle. At the time of the accident, he was attempting to pass slower moving traffic. He drove up the exit ramp utilizing the frontage road at a speed in excess of 100 MPH. The motorcycle and rider left the road and became airborne at the apex of the off-ramp. A fellow rider, also a Soldier, was neither trained nor licensed. Unit leadership directed this Soldier to park his motorcycle until he was licensed and trained. There was a misconception within the organization that the rules on motorcycle riding only applied on-post. The chain of command was unaware one of the Soldiers had purchased a motorcycle and the other, against leadership direction, continued to ride his motorcycle. The training for first line leaders was revised to ensure an event of this type does not occur again.

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**CG's Comments:** "We need to get in the Soldiers' faces and show them accident sites and walk it with them to show them the realism of these events and the results of poor decisions. There are usually two kinds of motorcyclists, the Harley Davidson individuals usually are loners and tend to be more experienced. The Ninja riders do not ride by themselves and are generally thrill seekers. We need to come up with inventive ways to teach Soldiers and make it real to them. NCOs need to read up on pertinent regulations to increase their credibility and authority with their subordinates."

**CSM's Comment:** "Standards must be reinforced 24/7 and we must hold Soldiers accountable for their actions and correct the unacceptable behaviors or performance."

**DCG's Comments:** What the Air Force is doing is more productive as they have motorcycle clubs, if they drive a motorcycle they must belong to the club that instills pressure to do the right thing. They also have sanctioned events for the Airmen that want to race. Soldiers will drive fast; they will not invest \$18,000-\$19,000 in engines and not go out to run them fast."

c. Defensive Driving/Motorcycle Training. The III Corps Safety Director stated that Fort Hood is the first installation to begin the revamped Defensive Driver Training program designed to offer the same program across the Army. The standards remain the same but the way of providing POV and motorcycle training has changed some from the old frame work.

d. Sexual Assault.

**CG's comments:** "This category is in the safety council arena as it affects us all. It falls in the same arena as Soldier indiscipline, in the safety arena."

LTC Stevens, III Corps EO, presented a sexual assault briefing. He stated most sexual assault victims are young females, ages 20-24, private to specialist; the perpetrators are males also in the 20-24 age range and private to specialist. Most occur in the barracks and over half involve alcohol. In theater, most involve inappropriate relationships and fraternization, also with alcohol involved. Sexual assault briefings need to be held IAW AR 600-20 chapter 8. Many Soldiers were unaware of the program and were not aware of the required briefings and had not received the briefings. Commanders need to emphasize personnel safety such as teaming a female on CQ or CQ runner with a battle buddy. When deploying to a theater, units need to deploy with the required personnel assigned to perform the duties defined in the sexual assault program. In each sexual assault training program, leaders will receive Chapter 8 of the regulation to carry along. For more resources and facts, visit this website: [www.sexualassault.army.mil](http://www.sexualassault.army.mil).

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e. Risk Reduction Program. COL Sutton, MEDDAC Commander, presented an overview of the Fort Hood Well Being - Risk Reduction Program. Well Being - Risk Reduction integrates risk reduction in on- and off-duty activities for Soldiers returning from deployment, family issues, and personal issues. Fort Hood MEDDAC and Garrison are developing a database to incorporate all the incidents from various source reports so that commanders have a single focal point to pull the information to identify high risk Soldiers.

## **6. Aviation Safety.**

a. UH-60 Accident AAR. COL Shanahan, Commander, 1st Air Cavalry Brigade, 1CD briefed two aviation accidents. Both involved training the newly expanded UH-60 task 1082, "Perform Autorotation." The circumstances were very similar in both accidents and they occurred in the initial training of the new procedures and within 30 days of each other.

(1) The task was published as part of the new Training Circular 1-237. A Standardization Communication message (STACOM 06-02) was published in the Nov/Dec05 FlightFax gave further guidance in performing the task. Each accident involved not having the aircraft in the proper attitude in the termination phase of the maneuver. The Battalion Standards made the decision to transfer the controls back to the instructor pilot during the termination phase to prevent negative habit transfers; however, in the opinion of both boards, this phase of flight is especially critical and the transfer of controls should not be performed at that time.

(2) To prevent future mishaps, the command revised their training techniques. A training plan was published and emphasis placed on all crewmembers thoroughly reviewing the conditions, standards, and description of the task to include night and NVG considerations. All crewmembers must review the STACOM message 06-02 cited by the board. Emphasis is placed on having the aircraft in an attitude that will ensure the stabilator will not contact the ground prior to 50 feet above the ground. Power recovery and flight control manipulation must be timely to ensure the aircraft is in a safe attitude as the maneuver is terminated.

b. UAV Operations. LTC Hinsdale, Commander. 15th MI Bn, 504th MI Bde, briefed the Fort Hood Unmanned Aviation System (UAS) Operations. HQDA designated USAAVNC as the UAS Proponent in June 2003 and Center of Excellence in July 2005. There was no Corps UAS overarching safety or standardization structure. There was a high accident rate due to inexperienced TUAS operators. In August 2005, MG Simmons designated the 504th MI as the III Corps and Fort Hood proponent for UAS

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Safety and Standardization. Fort Hood will have the highest density of UAS of any war fighting organization once the fielding of UAS is complete. A Corps level Standardization Assistance Team from the 15th MI Bn, 504th MI Bde, will assist all TUAS units with their training programs.

**CG's comment:** "Our skies will get more and more crowded. You can sit back and say sooner or later we're going to have an accident. I don't buy that. Get on top of this business, learn how to train and learn how to use the airspace. It'll get more crowded, that's OK, all these tools will help us defeat the enemy, but we have got to do it in a safe way."

**7. Suicide Trends.** COL Tucker, III Corps Surgeon, briefed that the majority of suicides are at the home installation. The rate of attempted suicides involving females is increasing; however, males have a higher success rate due to the use of more lethal force. It is the young Soldiers, ranks PVT-SPC whom are at the most risk. First-line supervisors can identify those personnel who are at high risk, i.e., those who have presented the issues that predispose them to think of suicide as an option, and get them the proper assistance.

**CSM's Comments:** "We are more in tune with our Soldiers during the holidays where we invite them home to talk and embrace them. This brings down the depression and suicide risks, but the rest of the year we do not do this as well. We need to sit down and take time to talk with our young Soldiers and see where they're at, what experiences they have, and guide them."

## **8. Open Discussion.**

a. MG Hardy, Commander, 24th ID and Fort Riley, stated that installation leaders are continuing to work on POV accidents; "Risk is taking on a different perspective."

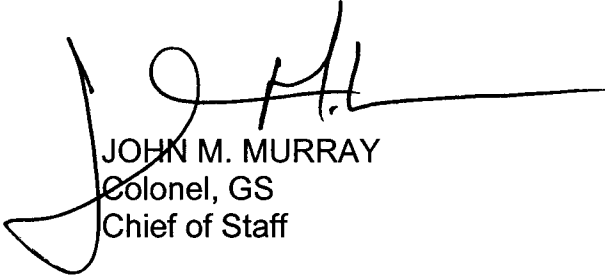
b. MG Mixon, Commander, 7th ID and Fort Carson, stated that DUI challenges are being aggressively pursued and leaders are proactive in reducing accidents. Water egress training was developed at this site to evacuate overturned HMMWV's in 45 seconds. The training is offered to other units for their dissemination.

**CG's Closing Comment:** "Freedom is Not Free,' with 61% of Soldiers killed in action, and 39% killed by accidents, we need to think of where solutions lie and to think of a better plan to keep our Soldiers alive. God bless."

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FOR THE COMMANDER:



JOHN M. MURRAY  
Colonel, GS  
Chief of Staff

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